

BOROUGH OF POOLE

TRANSPORTATION ADVISORY GROUP – THURSDAY 22 APRIL 2010

STERTE AREA TRAFFIC CALMING AND PARKING RESTRICTIONS

PART OF THE PUBLISHED FORWARD PLAN NO

STATUS (Service Delivery)

1. PURPOSE

1.1 To consider representations to the recent advertisement of the traffic regulation orders and location of speed cushions associated with the proposed traffic calming and parking changes in the Sterte area.

2. DECISIONS REQUIRED

2.1 It is recommended that the Portfolio Holder confirms the following as advertised :

- a) The proposed traffic calming measures, including 20mph speed restrictions
- b) The proposed parking restriction changes.

3. BACKGROUND/INFORMATION

3.1 The consultation sessions prior to the development of the new Housing units in Sterte Close indicated that local residents had concerns regarding:

- (a) vehicle speeds in Sterte Road
- (b) difficulty of parking near their homes.
- (c) restricted visibility at the Sterte Road/Sterte Close junction

Consequently when Planning Permission was granted for the new housing units the Developer was required to make a contribution to address these issues by means of speed reducing features in Sterte Road and amending the existing parking controls in the surrounding area.

3.2 An extensive consultation exercise (involving an introductory letter from Ward Members, a consultation leaflet and a public exhibition) was then carried out to establish residents views on a traffic calming scheme and on an extension of the time of operation of the residents parking scheme.

There were 72 responses from 332 households (22 %). The response was as follows:

- a) 78% (56 / 72) were in favour of the traffic calming proposals
- b) 64% (46 / 72) were in favour of extending the hours of operation of the resident parking scheme

3.3 In view of this response, the Hamworthy East, Hamworthy West and Poole Town Area Committee at its meeting on 9 September 2009 approved the package of measures comprising traffic calming shown as Appendix A. This included :

(a) 20mph restrictions within the zone, achieved by means of speed cushions, build outs and roundels.

(b) Removal of parking to clear space for the speed cushions, together with the provision of additional parking where possible

(c) Change to the current parking restrictions:

- 2 hours limited waiting except resident permit holders, Monday to Friday 8am to 6pm

to

- 2 hours limited waiting except resident permit holders 7 days per week, 8am to 6pm and residents permit holders only 6pm to 8am

The proposals were formally advertised on 28 January 2010.

3.4 Thirteen representations have been received in response to the advertisement and have all been circulated to Committee Members. Five of the representations supported the scheme whilst eight of them objected; the representations are summarised below.

Parking Restrictions

3.5 Four residents of Sterte (one of which was supported by a relative from outside of the area) raised concerns about the parking on the Esplanade being less than had been originally suggested. In the original consultation it was proposed that additional parking would be provided on the green side of the Esplanade, however this was the source of several objections and a petition from the residents of the Esplanade. The Area Committee agreed at its meeting on 9 September 2009 that the extra parking spaces would not be provided in the Esplanade, and this was communicated to the residents on the postcard that was delivered to all households following the Area Committee decision to go ahead with the overall proposals. The current restrictions prevent parking alongside the green between 8am-6pm Monday to Saturday – these will remain unchanged.

- 3.6 The same five representations (referred to in item 3.5 above) and one other resident have objected to the extension of the controlled hours in the parking bays in Sterte. The change would mean a two hour waiting restriction between 8am and 6pm Monday to Friday AND permit holders only 6pm-8am Monday to Sunday. The change has been proposed in response to requests from residents, and the public consultation showed that 64% of Sterte residents were in favour of the restrictions being extended.

Traffic Calming

- 3.7 A resident of Sterte Road has objected to the speed cushion that will be placed outside his property. To create a 20mph zone speed reducing features have to be placed at least every one hundred metres, it will therefore be inevitable that some residents will have these features outside their houses.
- 3.8 An objector from outside of the area raised concerns about the 20mph limit proposed for Sterte Road on the basis that it is a through road – there is no reason why a 20mph zone should not be imposed on a through route. The same objector felt that the build-out would not be conducive to cyclists. The build-out is proposed at a location that keeps the continuity of calming features in accordance with the regulations. It will be at the southern end of a long parking bay where there are generally cars parked meaning that the cyclist will already be in a position to manoeuvre around the build-out safely.

Other Comments

- 3.9 Within the representations, comments were received regarding the cost of residents parking permits; this concern was addressed in the report to the Area Committee dated 9 September 2009. Permit charges are set at the same price Borough-wide.
- 3.10 One resident asked that the parking bays be marked showing individual parking bays – this is not Borough policy on the basis that it would provide considerably less overall parking capacity.

4. FINANCIAL IMPLICATIONS

- 4.1. The scheme will be funded from the developer contributions from the Housing Development in Sterte Close and from an allocation from the Area Committee budget.

5. LEGAL IMPLICATIONS

5.1 None.

6. RISK MANAGEMENT IMPLICATIONS

6.1 The Traffic Calming Scheme and speed limits are proposed to improve safety in the area generally and to address an existing problem of restricted sightlines at the Sterte Road / Sterte Close junction. The calming measures have been through the appropriate safety audit process.

7. EQUALITIES IMPLICATIONS

7.1 Reduced traffic speeds will improve conditions for those road users without access to a private car. Bus Stop Clearways will be marked at the bus stops as part of the scheme to help the buses to pull in close to the kerb – currently buses often have to pull up outside parked vehicles making it difficult for passenger to board and alight – especially those with limited mobility or with wheelchairs/pushchairs.

8. CONCLUSIONS

8.1 The proposals have been put forward in response to requests from local residents and the consultations in the early stages of the development of the scheme indicate that the changes are supported by the majority of local people.

Julian McLaughlin
Head of Transportation Services

Appendix A – Plan of Proposals

Name and Telephone Number of Officer Contact: Helen Taverner 262075

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